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LIMITED.

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MALT WHISKIES DISTILLED
IN SCOTLANDOF
GENUINE AGE

AND

FINE MELLOW FLAVOUR.

ROBT. PORTER & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

IN PINTS & SPLITS.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

On November 4th, 1909, in Union Church, Hongkong, by the Rev. C. H. Hickling, ROBERT DAVIDSON, of Shanghai, to JESSIE DUFFY FRANK, daughter of Mr. William Frow, of Edinburgh.

HONGKONG OFFICE: 10A, DES VOUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 5TH 1909.

THE import of pork into England from China still seems to be a much-discussed topic in Great Britain, and the President of the Local Government Board is constantly badgered with questions on the subject. Mr. Burns informed the House of Commons recently that 1,182 carcasses out of the whole consignment had, up to that time, been thawed out and examined; 107 carcasses had been condemned and the remaining 1,075 had been passed as fit for consumption. He declined to give any undertaking to consider the desirability of absolutely prohibiting the importation into Great Britain of Chinese pork for general human consumption. Mr. DILLON said this refusal was "scandalous." Seeing that the pork has passed a double inspection on the part of the Port Sanitary Authority as well as the eagle eye of a practical meat inspector of the Local Government Board, there would seem to be no sufficient justification for taking the drastic measure suggested. It would be interesting to have the statistics showing what percentage of the carcasses imported into London from other foreign countries, and even from Ireland, Scotland and other parts of England, the public health authorities annually consign to the dust destructor. We know the

total number is large, and we imagine that if eleven per cent. is accepted as warranting the prohibition of the total consignment from any exporting centre, China would not be the only country affected by such a rule. The prejudice raised against Chinese pork at first is evidently breaking down, for it is realising improving prices, which, as a trade journal remarks, is good proof that the pork is "excellent of its kind." With characteristic thoroughness, the President of the Local Government Board has been with his officers into the refrigerating stores and into the retail shops, even to the New Cut, Lambeth—one of the poorest districts in London—"to see whether the opinion of those better qualified than myself could be confirmed by laymen," and Mr. Burns even confessed that he had himself tasted Chinese pork. He did not unfortunately give to the world his personal opinion of its flavour, and so missed the opportunity of going down to history with CHARLES LAMB as an authority on the roast pork of China. Probably if the importers of this Chinese pork into England had been more careful at the outset to state what the porkers had been fed on, much of the prejudice against it would not have arisen. Most people who have travelled in China know of no other pig than "the scrawny scavenger of the streets, disputing with dogs for the choicer morsels, probably one of the most loathsome of animals," and they have not been induced to believe that the pigs from Hankow stand in a different category by the unblushing announcements made by some of the retailers that they are "rice-fed." A writer in the *Journal of Tropical Medicine and Hygiene* makes the following pertinent comment on this representation: "How a Chinaman can afford to feed his pigs on rice and compete in the British or any other market with pigs from other countries is a question beyond our power to understand and, we may at once say, to believe. We would as soon believe a man in this country should he state that he fed his pigs on bread, for rice is to the Chinaman what bread is to Europeans. Rice is, moreover, not so plentiful in China as those unacquainted with that country would seem to believe. China cannot grow enough rice to satisfy the demands of the people, for rice has to be largely imported from Indo-China, Siam, and other rice-producing countries. That the farmers in China can afford rice as the staple food for pigs is unfathomable. Were such a diet commercially possible, moreover, the value of 'rice-fed' pork as a food is questionable." The truth is that it is gross exaggeration to claim that these pigs have been fed on rice. The Customs Commissioner at Hankow tells us in his annual report that the pigs in question are of a different breed to the "scrawny scavengers" with which Europeans living in China are best acquainted. "They are kept in farms—by the rich in their own houses—and are well fed on the creepers of red potato, rice chaff, dregs of grain, and leaves of wild shrubs, all chopped up and boiled together." It only needed the publication of this information at the outset in England to have spared the public all the panic that the innovation has created.

Yesterday H.M.S. *Kent* went into dry dock. She is the first vessel to enter the dock. The Cameron Highlanders will go under canvas at Stonecutters during their ten days' stay in Hongkong. The transport *Reve* arrived in port yesterday with details for the garrison regiments. She had 985 passengers on board. A Japanese samurai, who was charged at Kowloon with misappropriating jewellery and other articles belonging to Mr. and Mrs. H. Dallas, of the Bandmann Comedy Co., has been sentenced to three months' rigorous imprisonment. It is officially advertised in the Shanghai newspapers that by order of the Postmaster-General of the United States the fee for registered mail matter has been fixed at Ten cents U. S. Gold for each piece, in addition to the regular postage. The month of November is full of royal birthdays. On the 3rd the Emperor of Japan celebrated his 57th birthday. On the 9th King Edward will be 68 years old, on the 11th King Victor Emmanuel will celebrate his 40th birthday, and on the 15th King Manuel will attain his 20th birthday. The loss of a bunch of keys and a gold medal about the size of a sovereign was reported to the police by Mr. E. Ellis, who said that he dropped the articles somewhere on the Happy Valley on Monday. The medal was inscribed "Jewish Recreation Club. Billiard Championship." The time approaches when the exile begins to think of sending Christmas greetings to friends at home. Messrs. Kelly and Walsh send us a few specimens of their new series of Christmas cards bearing local views. They are artistic productions and will appeal to the public as "just the thing wanted."

Mistaking a man for one who trifled with his wife's affections led to a Chinese being brought before the Magistrate yesterday on a charge of assault. Defendant ran after the man, who was riding in a ricksha, and hit him on the head with a hammer. It was proved that the defendant was mistaken in the man, and he had to pay a fine of \$20 and \$4 compensation.

A peculiar story was told to Mr. Hallifax at the Magistrate's yesterday, when an accountant was charged with the theft of 1,000 bricks. The defendant was discharging bricks from a junk alongside a piece of land at Kowloon near to the place where complainant had his bricks stacked. Defendant told his coolies to take some of the bricks from complainant's stack and place them with the others which were being unloaded. This was done. As the complainant had missed a quantity of his bricks he caused a watch to be set, with the result that defendant was discovered yesterday carrying complainant's superior bricks to be stolen from the stack and placed with his inferior bricks.

The German Mail of the 6th October was delivered in London on the 3rd inst.

Mr. A. da Silva, broker, informs the police that his wife left her handbag, containing a bunch of keys and \$8 in money, on a ferry on Wednesday.

Mrs. Dickens, of 12, Salisbury Avenue, Kowloon, reports to the police that she lost her green parcel on Wednesday between the ferry wharf and her residence.

A Chinese arrested on board one of the steamers for having a loaded revolver and several rounds of ammunition was at the Magistrate's yesterday fined \$50. A native was yesterday charged with dealing in Hongkong lottery tickets and with announcing a lottery. He was fined \$25 for the first offence and was remanded on the second.

Three men charged with complicity in the armed robbery committed at Kanto last month, when they stole property to the value of \$1,000 and brutally assaulted an old man and his daughter, were yesterday committed for trial. The eighteen men charged before Mr. Wood at the Magistrate for being on the steamer *Cyclops* without permission were yesterday discharged, his Worship holding that anybody had a right to go on board when the gangway was lowered if they had business there. It was for the shipping people to challenge anybody coming on board. Another instance of the long arm of the law came to light yesterday when a man named Li Fuk was arrested by Chinese detective Li Fuk on a charge of having with others conspired to defraud a certain man of \$10,000. The offence was committed in 1906, and he has only been discovered now. He appeared before the Magistrate yesterday, when bail was fixed at \$5,000 cash and two securities of \$7,000 each.

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TELEGRAMS. TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SHANGHAI RACES.

THIRD DAY'S RESULTS.

SHANGHAI, November 4th.

Results are as follows:—

THE FLXWAY PLATE.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Seven Furlongs.

Mr. Paignton's Oreas ... (Mr. Rowe) 1
Mr. Ballnus Gemini ... (Mr. Moller) 2
Mr. Jodmor's Sokol ... (Mr. Vida) 3
Time, 2 m. 1-2/5.

THE POU-MATING CUP.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For Griffins purchased at a public auction of untitled griffins by a Member or Members of the Shanghai Race Club at an actual cost of not more than Tls. 150. One mile and a Quarter.

Mr. F. B. Marshall's Damsel Tree ... (Mr. Vida) 1
Mr. Dick Turpin's Vulture ... (Mr. Springfield) 2
Mr. Quebec's Stradacona ... (Mr. Moller) 3
Time, 3 m. 3-4/5.

THE COSMOPOLITAN CUP.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For all China Ponies. One mile and Three-quarters.

Mr. Fash's Marbles ... (Mr. Alderton) 1
Messrs. Toog and Speelman's Stirrup Cup ... (Mr. Hayes) 2
Mr. Saxo-Borussia's Pegasus ... (Mr. Moller) 3
Time, 4 m. 19-3/5.

THE GRAND STAND STAKES.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For China Ponies, being bona fide Griffins at date of entry. One mile.

Mr. Ellis Kadoc's Tartar Chief ... (Mr. Moller) 1
Mr. Valentine's Pot ... (Mr. Ralston) 2
Mr. S. and S's Regulus ... (Mr. Laurence) 3
Time 2 m. 22. * Dead heat.

THE PARI-MUTUEL CUP.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For China Ponies. One mile and a Half.

Mr. Ballnus Fabius ... (Mr. Moller) 1
Mr. H. P. White's Barry ... (Mr. Dupree) 2
Mr. Toog and Speelman's Susequana ... (Mr. Hayes) 3
Time, 3 m. 44-4/5.

THE MANCHU STAKES.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For China Ponies, bona fide Griffins at date of entry that have run at this Meeting and not won a Race. One mile and a Quarter.

Mr. Pirie's Milkman ... (Burkell) 1
Mr. Heston's Im O ... (Crighton) 2
Mr. Dick Turpin's Valerian ... (Lampshire) 3
Time, 5 m. 04.

THE CONSOLATION CUP.—Value, Tls. 250. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For China Ponies that have run at this Meeting and not won a Race. One mile and a Quarter.

Mr. Balnus Strius ... (Mr. Moller) 1
Mr. Fash's Pionola ... (Mr. Alderton) 2
Messrs. Toog and Speelman's Sutej ... (Mr. Hayes) 3
Time, 3 m. 00-3/5.

THE CHAMPION SWEEPSTAKES.—Value, Tls. 1,000. Second Pony, Tls. 500. Third Pony, Tls. 200. For all China Ponies Winners at this Meeting. One mile and a Quarter.

Mr. Saxo-Borussia's Sagittarius ... (Mr. Moller) 1
Mr. Buxey's Spring Rose ... (Mr. Poulson) 2
Mr. Buxey's Little Gem Rose ... (Mr. Burkell) 3
Time 2 m. 55-2/5. (The fastest time on record for 1 1/2 miles is 2 33-4/5 by Gemini.)

THE JOCKEY CUP.—Value, Tls. 200. Second Pony, Tls. 75. If five or more starters, Third Pony, Tls. 50. For all China Ponies that have started at this Meeting and never won a race. Weight for inches as per scale. To be ridden by jockeys who have never had more than two winning mounts at Shanghai, Hongkong or Kienlin. Seven Furlongs.

Mr. Ring's Capelle ... (Mr. Fock) 1
Mr. Hay's Seafarer ... (Mr. King) 2
Mr. Avanti's Snippet ... (Mr. Eggers) 3
Time, 2 m. 01.

FUNERAL OF PRINCE ITO.

Tokyo, November 4th.

The funeral of the late Prince Ito to-day has been the occasion of a national demonstration of sympathy. The approaches to Hibiya Park looked like a sea of humanity. The sky was overcast and later rain fell.

THE JAPANESE MANOEUVRES.

Tokyo, November 4th.

The Japanese Army manoeuvres commenced yesterday, favoured by brilliant weather.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Chinshu* left Shanghai on the 4th inst. and is due here on the 7th inst. Messrs. Dobbell's New York Line str. *Lennox* arrived at Boston on the 2nd inst. The Bank Line str. *Oceano* arrived at Kobe on 4th inst.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

TAMMANY'S DEFEAT.

LONDON, November 4th.

Judge Gaylor's election as Mayor is the only Tammany success in New York, all the minor offices being secured by Republican Fusionists, thus controlling the Board of Estimates, which authorises expenditure.

THE GRECIAN MUPINY.

RINGLEADERS CAPTURED.

LONDON, November 4th.

A telegram from Athens states that four officers, who were ringleaders in the recent mutiny, were captured last night after an exchange of shots with gendarmes near Thebes.

THE NORTH POLE CONTROVERSY.

PEARY'S CLAIM ESTABLISHED.

LONDON, November 4th.

It is telegraphed from Washington that the Committee of the National Geographical Society, who have been examining Peary's records, are unanimously of opinion that they conclusively prove that Commander Peary reached the North Pole.

CHINA ASSOCIATION BANQUET.

LONDON, November 4th.

The China Association banquet was held yesterday. Mr. J. H. Scott presided over a distinguished gathering, which included Sir Robert Hart, General Gaselee, Sir Frank Sweetenham, Mr. Byron Brenan, C.M.G., Sir J. McLeavy Brown, and Sir Charles Dudgeon.

The Chairman, in the course of a speech, said the Association was in at most flourishing condition.

Mr. Valentine Chirol, Director of the Foreign Department of "The Times," replying to the toast of "The Guests," said Great Britain's position in China was not what it had been or ought to be. International co-operation must be on a footing of reciprocity, not, as recently, on what savoured of sharp practice. He eulogised the work of Sir Robert Hart in China as Inspector-General of the Imperial Maritime Customs, and said it was of supreme importance that the present system should be maintained. There was a fear that the British Government might be induced to acquiesce in a successor to Sir Robert Hart who would not wield the same influence. Twenty years hence we would have to deal with a very different China, but not one jot or tittle of British rights can be abated. Mr. Chirol criticised the action of the British Government, and wished it would follow on the lines of the American Government in regard to the question of loans.

LATER.

It was announced at the banquet that Sir Robert Hart is returning to China, probably in the Spring, but he may only stay a few weeks to adjust difficulties in connection with the appointment of his successor.

THE GENERAL ELECTION.

LONDON, November 4th.

Mr. H. P. Pease, the Liberal Whip, in a speech at Hampstead, definitely announced that the election would take place early in January.

THE BUDGET DEBATE.

DRAMATIC INCIDENT.

LONDON, November 4th.

There was a dramatic debate on the Budget last night, Mr. Ure, K.C., the Lord Advocate, passionately repudiating Mr. Balfour's charges against his honour.

Mr. Balfour admitted that the language used in his speech was very strong, but said the provocation was great.

Mr. Asquith denounced Mr. Balfour's attacks upon Mr. Ure as an outrage on public life, and said he was surprised that Mr. Balfour had not apologised.

THE STAR FERRY PROSECUTION.

Before Mr. E. R. Hallifax at the Magistrate's yesterday, the hearing was resumed of the charge against G. A. Souza, a ticket collector in the employ of the Star Ferry Co., for fraudulently substituting another ticket for one presented to him to be punched by Corporal Whisk.

Mr. W. E. L. Shenton, of Messrs. Doacon, Looker and Doacon, presented, and Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, appeared for the defendant.

Corporal Whisk, recalled, was cross-examined by Mr. Goldring. He said he sometimes crossed to Kowloon ten times in a week. He had been Garrison Provost Corporal in Kowloon since October 6th. Witness' ticket was never collected on the ferry on the day in question. Sergeant Ward crossed with him. When witness entered the enclosure his ticket was not punched. He was alone when he handed it to the defendant. He did not tackle the defendant at once, because he was not sure what was wrong, although he knew something was wrong. He had not heard that the defendant had ordered soldiers from the first to the second class, and did not know that soldiers travelled first class with second class tickets. He thought soldiers would be the last people in the world to do that. When the ticket seller saw his ticket he said, "No good; old."

Private Bramble, the Buffs, deposed to buying a ticket and travelling over on the ferry to Kowloon on October 9th. As the boat was leaving the wharf the man who punched his ticket asked to see it. Witness produced it and the wind blew it overboard. The man then wanted to make him pay again, but he refused. The defendant was not the man.

This closed the case for the prosecution.

Mr. Goldring then called the defendant, who deposed to seeing Corporal Whisk on October 15th. Witness was standing facing the Prays, when the Corporal approached the ticket office. He could not say whether the Corporal bought a ticket or changed his money, but when Whisk approached him with a ticket doubled up witness punched it and the Corporal walked into the enclosure. The ticket never left the soldier's hands. About two or three minutes later the Corporal approached him and asked what time the ferry would leave. Witness told him it required another four minutes to the quarter-to-two launch. Another soldier then entered the enclosure, and just before the departure of the ferry the Corporal approached witness and asked where his ticket was. Witness told him he had it. The Corporal produced an old one and asked if that was the one. Witness said it was an old one, and the Corporal told him that was the one he (defendant) had given him. Witness told the Corporal to go to the ticket office, and compare his ticket with the running numbers. While the Corporal was talking to the ticket seller witness blew the whistle for the launch to leave, and the two soldiers rushed on to the ferry. Witness was relieved shortly afterwards and crossed to Kowloon to report the matter.

Cross-examined by Mr. Shenton, defendant said he suggested that what Corporal Whisk said was untrue. The Corporal probably gave evidence against him because he (defendant) had found it necessary to check his companions. What right have you to check them?—For the public benefit.

Have you ever been convicted of being in unlawful possession of goods?—Yes, after the typhoon of 1906.

After hearing further evidence his Worship discharged the defendant.

WEATHER

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AERATION V. APCAR & Co.,

Hongkong, 5th November, 1909. [1398]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST,"

having arrived, consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, have been landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 a.m.

All Claims must reach us before the 14th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo

Ex S.S. "OUTRAM" from Smyrna.

Ex S.S. "ONAGORO" from Yokohama.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co.,

General Agents.

Hongkong, 3rd November, 1909. [5]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims must reach us before the 20th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,

Agents.

Hongkong, 4th November, 1909. [1399]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, 9th November, the anniversary of the BIRTHDAY of His Most Gracious Majesty KING EDWARD VII.

Hongkong, 3rd November, 1909. [1378]

NOTICE.

DURING the Winter Months HOPKINS' BUTCHERY at SHANGHAI is prepared to Supply its Patrons in Hongkong with Game Pie, Pork Pie, Bravens, Sausages, Fresh and Corned Beef.

Shanghai, 1st November, 1909. [1366]

AL FRESCO FETE

In aid of the Funds of the

SOCIETY OF ST. VINCENT DE PAUL.

UNDER the Distinguished Patronage of H. E. The Governor, Sir FREDERICK LUGARD, K.C.M.C., C.B., D.S.O.

To be held in the

COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL,

On SUNDAY,

7th November, 1909, from 9 p.m. to 11.30 p.m.

Admission Ticket \$1.

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 p.m. on the 7th November.

Tea and Cakes will be served during the afternoon.

By kind permission of Commanding Officer and Officers of the Rajputs the Band will play from 9 to 11.30 p.m.

Tickets can be obtained from To-day at Messrs. GRACA & Co., 27, Des Vaux Road, and at the ROMAN CATHOLIC CATHEDRAL COMPOUND, on SUNDAY, the 7th November, from 9 a.m. to 7 p.m. and at the Gate on the Night of the Fete.

Hongkong, 2nd November, 1909. [1374]

THERE WILL BE A

GRAND CONCERT

(In Aid of the RENOVATION SCHEME of the SAILORS' and SOLDIERS' HOME)

By the Band of the

2ND CAMERON HIGHLANDERS,

ON

MONDAY, NOVEMBER 15TH,

AT 9 P.M.

SEE BILLS.

Hongkong, 4th November, 1909. [1384]

PUBLIC COMPANIES

NOTICE.

CHINESE ENGINEERING & MINING CO., LIMITED.

A FINAL DIVIDEND of ONE SHILLING and SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 28th February, 1909.

COUPON No. 13 is Payable on 2nd November, at the CHARTERED BANK of INDIA, AUSTRALIA and CHINA, and the Russo-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE, Agent.

Hongkong, 30th October, 1909. [1360]

THE HONGKONG AND MANILA YUN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Street, West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the following resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions:

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 96 the word "Three" shall be substituted for the word "Ten."

NG LI HING,

General Manager.

Dated the 15th day of October, 1909. [1316]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$200. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

WANTED.

A FIVE or SIX-ROOMED HOUSE on Macdonnell Road or Vicinity, Furnished for preference.

Apply to—

Care of "Daily Press" Office.

Hongkong, 4th November, 1909. [1382]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—

C. SCHROTER,

King's Buildings, 11th Fl.

Hongkong, 1st September, 1909. [1140]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$4000.

CHINA EXPRESS CO.,

3, Duddell Street. [50]

ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION.

NOTICE.

IT IS HEREBY NOTIFIED that the ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION will offer for Sale by PUBLIC AUCTION at Macau, on the 25th November, 1909, at 1 o'clock (P.M.) A VESSEL of 635 tons displacement now lying in the inner Harbour of Macau, lately in Portuguese Navy and known as the Gunboat "Rio Lima."

Intending purchasers of the said vessel are required to deposit a sum of \$1,000 (One Thousand Dollars) with the undersigned on board the Portuguese cruiser "RAINHA D'AMELIA" at Hongkong and also at Macau on board the late Gunboat "Rio Lima," and may be seen at any time by prospective purchasers.

The Vessel may be examined at Macau from this date, and the 23rd day of November, from 10 (a.m.) to 3 (p.m.). The Vessel will be under steam to provide to intending purchasers an opportunity of testing the Machinery.

ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION.

Secretary & Treasurer.

Hongkong, 1st November, 1909. [1369]

JUST RECEIVED

A Selection of

FLOWER and VEGETABLE SEEDS,

in Packets of 10 Cents each, and

PAPERBOLTS from \$1 to \$10 EACH.

LAWN GRASS SEEDS,

FERTILIZER.

Garden Boats with Wooden Sides & Thick Felt Lining. Pictorial Guide to Gardening, &c.

GRACA & CO.,

27, Des Vaux Road.

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1128]

NOTICES OF FIRMS

NOTICE.

MY connection with Messrs. J. ULLMANN & Co. CEASED on October 31st, 1909.

G. KOENIG,

Hongkong, 1st November, 1909. [1372]

NOTICE.

M. B. G. KOENIG, until recently employed in our Firm, CEASED his connection with us on the 31st October last.

J. ULLMANN & Co.

Hongkong, 4th November, 1909. [1381]

NOTICE.

I HAVE This Day commenced practice as an ARCHITECT and CIVIL ENGINEER with Office at the undermentioned address—

COLDWENT LITTLE,

Fellow of the Royal Institute of British Architects.

18, Bank Buildings,

Queen's Road Central.

Hongkong, 1st November, 1909. [1364]

PERRY SMITH & SETH.

NOTICE.

THE Partnership heretofore existing between Mr. L. M. J. ALVARES and Mr. J. M. ALVES, and carried on under the style of "L. M. ALVARES & Co." was, by an Order of the Supreme Court of Hongkong, made on the 23rd day of October, 1909, dissolved as from that Date, and the Undersigned was appointed Receiver for the purpose of winding up the business of the said partnership.

H. PERRY SMITH, F.C.A.,

Receiver of L. M. ALVARES & Co.

In Voluntary Dissolution.

5, Queen's Road Central.

Hongkong, 3rd November, 1909. [1385]

NOTICE.

THE Firm of "L. M. ALVARES & Co." having been dissolved and my responsibility in respect of the said Firm having CEASED as from the 23rd day of October, 1909, except so far as may be necessary to wind up the affairs thereof,

I have This Day established myself as a General Merchant and Commission Agent under the Firm Name of "J. M. ALVARES & Co." and my Office will be temporarily at No. 6, Des Vaux Road Central.

JOSE M. ALVARES.

Hongkong, 3rd November, 1909. [1386]

GENUINE CHEAP SALE.

LESS THAN ROCK

BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & Co.,

14, Queen's Road Central.

Hongkong, 2nd November, 1909. [41]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchoi Road.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 20th September, 1909. [91]

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON,

Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

TO LET.

HOUSE, No. 60, HOLLYWOOD ROAD, corner of Peel Street, having a Good View of the Harbour. Water and Gas laid on.

Apply on the Premises, Second Floor.

Hongkong, 25th October, 1909. [1344]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Focchow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Focchow, 22nd May, 1909. [794]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [1340]

TO LET.

No. 2, KIMBERLEY VILLAS, Kowloon.

Apply to—

SPANISH PROCURATION,

Seymour Road, 2.

Hongkong, 30th October, 1909. [1361]

TO LET.

No. 1, GARDEN ROAD, Kowloon.

Eight-roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE,

9, Poddar's Hill.

Hongkong, 14th August, 1909. [1073]

MODREENAGH.

DWELLING HOUSE To Let at PEAK, partly furnished.

Apply to—

JARDINE, MATHESON & Co., Ltd.

Hongkong, 21st October, 1909. [1335]

TO BE LET.

SPACIOUS GODOWN; Ground Floor of No. 47, Kennedy Town, West Point. Bright and Well Ventilated. Immediate Possession.

For further particulars, apply to

JESSEN & Co.

Hongkong, 14th October, 1909. [1308]

TO LET.

TO LET.

A HOUSE in Wong Nai Chong Road.

A HOUSE in RYAN TERRACE.

EXMOOR, Conduit Road.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDINGS.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORAY TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [97]

TO LET.

No. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, Wyndham Street.

DAVID SASSOON & Co., Ltd.

Hongkong, 15th September, 1909. [1064]

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMKIN, CANTON, now in occupation of the Canton Kowloon Railway.

THE EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 5, CAMERON VILLAS (No. 57 Peak), Required, Painted and Color Washed.

No. 25, SHELLY STREET (new House), GODOWNS in Duddell Street.

HOUSES in BELLILLO TERRACE, ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals.

FOR SALE—TON CHANG at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 25th October, 1909. [1100]

TO LET.

No. 1 and 3, MORRISON HILL, Also OFFICES at No. 2, FADDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

TO LET.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [818]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—

CHATER & MODY,

Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK,

No. 107, Wellington Street, behind the Stag Hotel or Kueyer of No. 6, Godown at the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

No. 2, BELLILLO CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—

F. K. D'ALMEIDA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET.

STORAGE For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

ALSO FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST, comprising an AREA of 4,000 SQUARE FEET, 99 YEARS LEASE.

For Particulars, apply to—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [98]

TO LET.

WINDSOR LODGE, Kimberley Road, Kowloon. Five Roomed House with Tennis Court and Small Garden.

FOUR and FIVE-ROOMED HOUSES at Kowloon.

THEATRE ROYAL

A CONCERT

INCLUDING A

PIERROT ENTERTAINMENT

(IN AID OF THE CATHEDRAL ORGAN FUND.)

Will be given on

MONDAY, 8th NOVEMBER, AT 9 P.M.

Plan and Programme may be seen at—

MESSRS. S. MOUTRIE & Co., Ltd.

Hongkong, 3rd November, 1909.

AN UNPARALLELED EVENT IN THE ANNALS OF HONGKONG THEATRICALS.

THEATRE ROYAL.

THURSDAY, NOVEMBER 11.

MAURICE E. BANDMANN PRESENTS

BANDMANN'S No. 1 COMEDY Co.

IN ALL THE GREATEST AND LATEST LONDON SUCCESSES.

SOLE PROPRIETOR: MR. MAURICE E. BANDMANN.

GENERAL MANAGER: MR. HENRY DALLAS.

THURSDAY, 11th NOVEMBER.

For the first time in Hongkong.

The Latest London Comedy Success

MR. PREEDY AND THE COUNTESS.

Now Crowding the Criticism Theatre, London.

FRIDAY, 12th NOVEMBER.

Gerald De Moor's Great Play

RAFFLES.

SATURDAY, 13th NOVEMBER.

Cyril Maude's Greatest HIT

THE FLAG LIUTENANT.

MONDAY, 15th NOVEMBER.

For the first time in Hongkong.

The Great Shakespearean Play

THE MERCHANT OF VENICE.

TUESDAY, 16th NOVEMBER.

First time in Hongkong.

The World's Sensational Play

AN ENGLISHMAN'S HOME.

WEDNESDAY, 17th NOVEMBER.

The Dramatic Version of Barones

Oroz's famous book

THE ORAZ PIMPERNEL

As played by Julia Nelson and Fred Terry.

THURSDAY, 18th NOVEMBER.

For the first time in Hongkong.

The Scrambling Humorous Comedy

THE MARRIAGE OF KITTY.

FRIDAY, 19th NOVEMBER.

Semorot Maughan's famous Comedy

LADY FREDERICK.

SATURDAY, 20th NOVEMBER.

First time in Hongkong.

The Great Roman Play

QUO VADIS?

(Whither goest thou?)

Companion play to the "SIGN of the +"

MONDAY, 22nd NOVEMBER.

For the first time in Hongkong.

The Latest London Rage

THE EARLY WORM.

Sixty laughs in 30 minutes, vide the

London Press.

TUESDAY, 23rd NOVEMBER.

For the first time in Hongkong.

Sir Squire and Lady Banoroff's Great Comedy

OASTLE

By T. W. Robertson.

PRICES: - - - \$3, \$2 & \$1.

BOX PLAN NOW OPEN AT—

MOUTRIE & CO.

DOORS OPEN AT 8.30 P.M.

COMMENCE AT 9 P.M.

NOTES AND NEWS.

WOMAN'S PRESENTITY.

The average woman, says one of them, can see ten times further than the average man. To this an anguished writer in the *London Equity Chronicle* responds as follows—

Man, as an old saying goes,
Rarely sees beyond his nose;
Woman, to make sure of that,
Sits in front and wears her hat.

OVERCROWDING OF THE MEDICAL PROFESSION.

Recently attention has been called to the overcrowding of the medical profession both in England and in France. Now the cry is taken up by Germany, and the *Medical News*, the organ of the Faculty in the German Empire, publishes some noteworthy statistics. In 1885 we learn the number of qualified medical men practising in the Empire was 15,763. In 1907 the number had grown to 31,864, or an increase of 100 per cent in 22 years. The increase in 22 years of doctors in comparison with the population is as 3 to 1, and in 1885 it was considered that medicine, as a career, was severely handicapped. If a crisis is to be averted, the *News* says, the remedy must be immediate, but the nature of the remedy is not suggested.

ST. PAUL'S CROSS.

Paul's Cross, which is being rebuilt or, rather, commemorated in a novel design by Mr. Reginald Blomfield, F.S.A., was for many centuries the intellectual centre of England. Here from the earliest times the three great annual Follies of Londoners were held, and here were fought out the fiercest controversial battles of the Reformation. During the days before printing this famous open-air pulpit became, in Carlyle's quaint phrase, "a kind of Times newspaper." Although associated with the Reformers, the historic Cross was destroyed as "Popish" by the Puritans in 1643. It was rebuilt at the Restoration, when the endowments were transferred to the Cathedral, and still belong to the Sunday morning preachers, now chiefly the Prebendaries.

THE CLYDE'S FIRST STEAMSHIP.

There is an interesting interview with Lord Inverclyde in the October *Sunday at Home*. His lordship's father was among the crowd on the Clyde when the *Comet*, the first steamship on the Clyde, and almost the first in the world, steamed away from the quay. She cost £192, was of four horse-power, and her draught was four feet! Little could young George Burns have foreseen that he would live to see his son, the first Lord Inverclyde, build a steamship through the funnel of which the *Comet* could almost have steamed, and that less than twenty years after his death twin giants of thirty-three thousand tons' burthen would not only sail across the Atlantic with the regularity of the railway train, but with its speed also.

KING EDWARD'S AGE.

Many people who have learned with interest what has been pointed out by a correspondent of the *Times*, that King Edward's age exceeds King George's, have not attained a greater age than the previous occupant of the English throne. The exquisites were Queen Elizabeth, George II., George III., William IV., and Queen Victoria. King Edward is nearing the completion of his sixty-eighth year. Of Sovereigns anterior to Elizabeth it will be noted for had any great claim in the matter of longevity, which is not difficult to understand, for in earlier days the trade of mortal men supplied exceptions to the rule. Henry I., Henry II., Henry VI., and Henry VIII. for thirty-eight, thirty-five, thirty-two, and thirty-one years respectively, while Henry III., who held the record for length of reign before George III., came with his spell of sixty years, and ruled for fifty-six.

OXFORD FINANCE.

A story of Oxford finance was lately told in one of the University magazines. A certain barrister on making up his account found that it showed a deficiency of over £1,900. Confronted with the statement, he proceeded to check it, but with the result. Over and over again he went through the accounts without discovering the reason for the deficit; without appearing to be strictly in order. Finally he confided his trouble to the other members of the Senior Common Room, who, collectively and in turns, checked the account without shaking its integrity in the slightest particular. Convinced that there was some black mystery, one of them invited a friend who was an accountant, and London to spend the weekend with him. After dinner on the following Saturday the incomprehensible account was put before the accountant. After a few minutes' perusal he turned to the members of the Senior Common Room, who were anxiously awaiting the result of the investigation, and asked: "Do you always include the year of our Lord in the addition?"

THE CENTRE OF THE ROYAL TRADE.

For many years Nuremberg has been the centre of the toy trade of the world, the principal products being metal toys of infinite variety, wooden and pasteboard toys, blocks, puzzles, &c. About 12,000 people are employed in this industry in the twin cities of Nuremberg and Erench about one-half of the number being women and girls. There are about half a dozen factories employing several hundred workmen each, the largest of which give employment to an average of 1,500 persons, and besides these there are hundreds of concerns employing from half a dozen to 100 people. It is not unusual to find a factory in which, besides the proprietor and his wife and children, only two or three extra men are employed. The total value of the toy output of this district for 1908 is estimated at about £1,400,000, which was perhaps 25 per cent under that of 1907. The toys were exported to every land on the globe, but considerably more than one-third of the German toy output for 1907 is estimated at £25,000,000, of which £3,800,000 was exported, and of that total the United States and Great Britain took more than half.

NEW LONDON TUBE.

A new tube railway, which will traverse an area a large part of which is isolated from the existing underground systems of London, will shortly be constructed. It will be known as the Sydenham, Victoria, and West End Electric Tube Railway. Behind the syndicate are several of the largest financial houses in the City.

The new line will start from Upper Norwood (Crystal Palace-parade), and will follow a direct and populous route to Victoria, with a branch line to the Elephant and Castle Station of the Baker-street and Waterloo railway. Stations will be erected at or near the following points:—Upper Norwood, Upper Sydenham, Lordship Lane, Dulwich, East Dulwich, Denmark Hill, Camberwell, Oval (connecting with City and South London Tube), Albert Embankment, and Victoria (connecting the termini of the main lines and the District Railway). The length of this line will be about six and three-quarter miles. The branch line—one and a half mile long—from Camberwell to the

Elephant and Castle, will have an intermediate station in Walworth-road. By this line direct access from the south-eastern districts to Charing Cross, Piccadilly, and central London will be obtainable. The station at Victoria will be designed to provide for thorough communication with the tube railway to Crickehow, via Hyde Park-corner, Marble Arch, and Edgware-road.

RESTRICTION OF COTTON SPINNING.

AMERICAN VIEWS.

(FROM "THE TIMES" CORRESPONDENT.)
The half-yearly meetings of the National Association of Cotton Manufacturers—almost exclusively a New England organisation—have for six or seven years past assumed an international importance, and have ceased to be gatherings with an interest only for the cotton trade in New England and the Southern States. The September meeting this year was at Bretton Woods, New Hampshire; and two questions of immediate interest to the Lancashire cotton industry were then discussed. In the order of their importance they were, the present curtailment of production at the mills in Lancashire, and the shortage of labour in the cotton-growing States of the South, and its effect upon cotton production. The first of these questions was discussed by Mr. Charles T. Plunkett, of North Adams, Massachusetts, the president of the National Association. "So disastrous," he said, "has been the over-building in Lancashire during the past three years that meetings are now being held to discuss the promotion by speculators and ill-informed capitalists of further undertakings in cotton manufacturing. These conventions are called and attended by the principal trade organisations of labour and industrial associations, including machinery manufacturers, who have large interests in new mills, which, although completed, have very little deferred operation until consumption has absorbed the surplus stocks of excessive production. It is significant that practically all of the workers' unions are actively engaged in this movement, and are revealing sagacious leadership which faithfully foresees and endeavours to forestall the deplorable results of the long-continued idleness of 700,000 spindles during one-third of each week, affecting substantially every cotton mill operative in Europe and Asia."

EFFECT ON PRICES.
The effect of this curtailment of production in Lancashire and the Continental centres of the industry on the price of cotton was next discussed by Mr. Plunkett. He reminded the meeting of the conviction entertained in the trade that there are still large holdings of last year's cotton. Mr. Plunkett admitted, however, that full consumption of cotton at this time, or resumption of the normal demand by spinners in the United States, in England, and on the Continent for American-grown cotton, in the near future, would, as he expressed it, "result in an enhancement of cost to prohibitive figures, and speedily bring the termination of what promised to be an extended period of prosperity in cotton manufacturing and kindred industries."

CROPS AND SHORTAGE OF LABOUR.
It was mainly from the point of view of cotton production that Mr. Theodore H. Briggs, of New York, discussed the shortage of labour in the Southern cotton-growing States. Mr. Briggs emphasised the fact that in the cotton season of 1908-9 the crop was 9,900,000 bales, and that by 1905-6 it had increased to only 11,436,000 bales, notwithstanding the obvious great increase in the world's demand for cotton goods between 1894 and 1906. "I have," he said, "set myself with some pains to ascertain the reason for this comparatively slow increase in the cotton production of the South that has been such a startling feature of the past 15 or 20 years. I call your attention to the fact that the negro population of the South has increased by 57.3 per cent, while the white population has increased only by 37.5 per cent. Analysing the increase in the rural population for the ten years ended in 1900 we find that the increase in the white rural population was 24.2 per cent, while the increase in the negro rural population was only 15.8 per cent."

In a very large portion of the area cotton production is practically dependent on negro labour. While men cannot, or will not if they can, engage in the arduous toil necessary to the production of cotton under the hot Southern sun, and the industrial development of the South and the social attractions of the cities and the higher wages at the urban centres of population are all influences that are rapidly withdrawing from the cotton fields the negro labour upon which the world depends for the production of its most important fibre. To the close student of the subject it is apparent that if the world is to be cheaply clothed, that if America is to retain its hold upon the monopoly of the world's cotton production, and if the indebtedness that we incur abroad shall continue to be paid with our exports of cotton, some way must be found to cheapen the cost of production, and to supply by labour-saving machinery the labour vacuum that is year by year becoming more and more apparent in the rural districts of the cotton-producing States of the South."

MANUFACTURING IN THE SOUTH.
The figures that Mr. Briggs quoted as to the slow increase in the white population of the cotton-growing States are, it may be added, not without significance as regards cotton manufacturing as distinct from cotton growing in the South. The significance lies in the fact that Southern cotton mills have only the white population to draw upon for service. It is never been practicable to recruit cotton mill workmen in the smallest degree from the negro population; the existence of the colour line is a consciousness that the development of cotton manufacturing must be limited to the white population available for cotton mill work; and as yet it has not been found possible to attract to the mill centres of the Southern cotton States any of the immigration from Continental Europe, from which the cotton companies of New England are now recruiting their mill workpeople.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS AND CHILLED SHOTS. From No. 10 to 888G. at 5s. 9d and 7s. 5d per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1906. [1314]

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skilled combination of valuable vegetable extracts in precise proportions, and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 1/11 & 2/5.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORE MARU" and "SAIKO MARU" (2,877 tons each) as follows:—

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Monday or Tuesday	Friday
Lv. "KORE MARU"	11 a.m.	
Ar. "Mukden"	8.50 p.m.	
Lv. "Changchun"	9.15 p.m.	
Ar. "Harbin" (Russian Train)	5 a.m.	
Lv. "KORE MARU"	6.55 a.m.	
Ar. "Shanghai"	3 p.m.	

Connecting at Harbin with

SOUTH-BOUND.				
Connecting at Harbin with {		State Ex- press from St. Pet.	State Express from Moscow.	Wagon- Lite from Moscow.
Leave—Harbin (Russian Train) ...	9 a.m.	Tuesday	Thursday	Saturday
Arrive—Changchun (") ...	6 p.m.	"	"	"
Lv. "				

Connecting at Harbin with

"Russian Train time is 23 minutes earlier than S. M. R. time."
TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.
RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANTEK"; Codes: A.B.C., 5th Ed. A.I. and Lieber's. [137-722]

WASTED WIT.

Did you ever try to work off a joke on a man or woman suffering from indigestion, or biliousness, or an aching head, a congested liver, or a stomach that was upside down with wind and burning pains? Of course not.

To relish a good joke, just have a clear head, a good dinner, a person must have a clear head, a cheerful condition of mind, good health, such as a hearty appetite, and life itself seems happy and pleasant to all the affairs of life by making you fit, healthy. It makes a shilling dinner taste like a feast.

My appetite was very poor, and the little I forced myself to eat caused a sensation of fullness in my chest, almost like suffocation. Sometimes the pain was very sharp. These words are from a letter written by Mrs. Sarah Ann Middleton, 64, Warley Street, Bowditch Lane, Stockton-on-Tees, in the shilling yearling. She was afflicted also, she writes, with a terrible pain in her back and loins, and legs, which she now feels sure to have to her indigestion.

"A lady, at that time residing in this town, advised me to try Mother Seigel's Syrup, as she had used it herself. So I bought a large bottle for 2/6, and before I had quite used that bottle my appetite had improved, I could eat without pain afterwards, and the trouble in my back and legs had left me."

There you have facts, results, all from a single bottle of Mother Seigel's Syrup. It is easy to understand why. Food really decays in the warmth of the stomach, when digestion is not taking place. Poisonous acid gases are distilled and enter the blood, which carries these impurities to every nerve, muscle and tendon of the body. Then follows headache, weariness of brain, body and limbs. Both mind and body are depressed, and life itself seems hardly worth living. Mother Seigel's Syrup is a purely herbal remedy and cures, by simply toning up, regulating and assisting the digestive organs to do their natural work.

Mrs. Middleton writes further: "My health continued good for seven years, and then a second time I became a victim of indigestion. But I again turned to Mother Seigel's Syrup and was again restored to health—and I remain well to this day."

Facts are facts, and jokes are jokes. It is all very well to joke about dyspepsia, but it is not so easy to cure it unless you go about it the right way, which is—use Mother Seigel's Syrup.

Prepared also in Tablet form as "Mother Seigel's Syrup Tablets" Price 2/9. [74-6]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm. 2 CARTRIDGE FIRING 8 SHOTS in 2 SECONDS. STEINER & Co. Hongkong, 6th March, 1907. [47]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS

THE P. & O. S. N. Co.'s Steamer

"NORE."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 3rd November, 1909. [1]

FROM EUROPE.

THE H.A.L. Steamship

"SILESIA."

Captain V. Hoff, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Cargo will be carried on unless notice to the contrary be given before 10 days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 3rd November, 1909. [1379]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital £26,000,000
Subscribed Capital £3,275,000
Funds in Capital £1,215,500 0 0
II. Free Funds £3,204,753 7 10
The Underwritten AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SEEWAN, TOMES & CO., Agents.
Hongkong, 14th August, 1909. [908]

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOO YU STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 962
Width of Entrance on Bottom... 894
Water on Blocks at Spring Tide... 34 1/2

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "OULIA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for short notice. [805]

HANG HING & Co.

DEALERS IN
Jewellery, Gold and Silver Smiths, Silk Goods, Chinese Embroideries, Crepe Shawls, Bedspreads, Best Grass-cloths, Shirtings, Dresses, Table-cloths, Ivory, Sandalwood Fans, &c.
JADESTONE, CURIOS, FANCY WARES, &c.
Wholesale and Retail at Moderate Prices; Also Dealers in CHINA WARES, WATCH MAKERS, 102, Queen's Road Central, Opposite Market. [1349]

THORNE'S OLD VAT

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THIS VAT WAS STAMPED BY THE LATE ROBERT THORNE OF GRESHAM AND WAS KEPT SECRET FOR 20 YEARS

SCOTCH WHISKY.

SHIPPING.

ARRIVALS.
COLUMBIA, British str., 2,789 G. Turnbull, 3rd Nov.—Kodung 1st Nov., General—Arnold, Karberg & Co.
DAIJI MARU, Japanese str., 900 H. Muramatsu, 4th Nov.—Swatow 3rd Nov., General—Osaka Shosen Kaisha.
HELEN, German str., 771 J. Jesson, 4th Nov.—Swatow 3rd Nov., General—Jensen & Co.
KWANGLOO, Chinese str., 4th Nov.—Canton.
KWANTUNG, Chinese str., 1,359 W. H. Lant, 3rd Nov.—Shanghai 1st Oct., General—C. M. S. N. Co.
LIANAN, British str., 1,352 C. C. Williams, 3rd Nov.—Shanghai 31st Oct., General—Butterfield & Swire.
MANDARIN MARU, Jap. str., 3,245 Shimidzu, 4th Nov.—Mikao 29th Oct., Coal—Mitsui Bussan Kaisha.
NANCHANG, British str., 1,053 Spring, 4th Nov.—Nanchang and Chien 30th Oct., General—Butterfield & Swire.
REWA, British transport, 7,000 Mann, 4th Nov.—Southampton 1st Oct., Troops—Government.
SHANTUNG, British str., 1,687 Robinson, 3rd Nov.—Java, Sugar—Butterfield & Swire.
SHIMODA, British str., 2,699 H. L. Bett, 4th Nov.—New York 9th Sept., General—Dowdell & Co.
SOMALI, British str., 6,706 A. G. Cubitt, 4th Nov.—Java via Shanghai and Fookow 2nd Nov., General—P. & O. S. N. Co.
TRIUMPH, German str., 768 Jacobsen, 3rd Nov.—Sourabaya 27th Oct., Sugar—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 4th November.
Baiyun Maru, Japanese str., for Swatow.
Coblenz, German str., for Manila.
Haniching, British str., for Swatow.
Helen, German str., for Quing Chow Wan.
Hing-shan, British str., for Hongkong.
Hing-shan, British str., for Amoy.
Scelia, German str., for Saigon.
Silecia, German str., for Shanghai.
Tsiliwang, Dutch str., for Yokohama.
Vorwarts, German str., for Haiphong.

DEPARTURES.

4th November.
ANHUI, British str., for Shanghai.
BELLEROPHON, British str., for Kobe.
Ben Thun, French str., for Hoihow.
KLEBER, German str., for Shanghai.
KWANTUNG, Chinese str., for Canton.
KWANGLOO, Chinese str., for Canton.
LIANAN, British str., for Canton.
MENELAUS, American str., for Shanghai.
MINNESOTA, American str., for Nagasaki.
NORR, British str., for Shanghai.
SONAH, German str., for Swatow.

SHIPPING REPORTS.

The British str. **Columbia** reports: Fine passage and light monsoon.
 The German str. **Triumph** reports: Strong Westerly winds with high swell from North up to Manila, afterwards N.E. 3-4 down to Hongkong.
 The Chinese str. **Kwanglo** reports: Fresh to strong N.E. and Easterly winds with heavy sea to Ocksen, thence to port, light Easterly winds, sea moderating with fine clear weather.

VESSELS IN DOCK.

ABERDEEN DOCK.—November 4th.
KOWLOON DOCK.—On Ice, Lyndhurst, Saitan, Kinshan, Germania.
COSMOPOLITAN DOCK.—
TAIKOO DOCK.—St. Enoch, Hupha, Changsha, Hoihow, Chilli, Mongolia, Choeja.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading, to Hongkong, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR."
 Captain G. F. Hudson, will be despatched for the above Ports T0-DAY, the 5th Nov., at Noon.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 3rd November, 1909. [1353]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNEBIC."
 will be despatched for the above Ports on SATURDAY, the 20th November, 1909.
 For Freight, apply to
ARNHOLD, KAEGER & Co.,
 Agents.
 Hongkong, 25th October, 1909. [1345]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to FUEL, GUIN, RIO DE JANEIRO, SAE, VENICE, LEBANON, and ADRIATIC Ports).

THE Company's Steamship

"CHINA."
 Captain Berguglian, will be despatched as above on or about the 24th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WEBER & Co.,
 Agents.
 Hongkong, 1st November, 1909. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," and those denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON, HULL & ANTWERP	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.M.R.	P. & O. S. N. Co.	About 1st Dec.
HAVRE, ROTTERDAM & HAMBURG, &c.	BELOARVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k. w.	Porcelins	HAMBURG-AMERICA LINE	On 30th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	BELOARVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 2nd Dec.
HAVRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 29th Dec.
MARSEILLES, &c., via PORTS OF CALL.	TOURANE	Fr. str.	—	Bourgo	MESSAGERIES MARITIMES	On 9th inst., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PEKING	Dan. str.	—	T. Harrison	MELCHERS & Co.	Middle of Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ITO MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YAKASA MARU	Jap. str.	—	F. R. Con	NIPPON YUSEN KAISHA	On 24th inst., at D'light
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KITANO MARU	Jap. str.	—	Berguglian	SANDER, WEBER & Co.	About 17th inst.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	—	—	—	—
NEW YORK	GHAEZE	Brit. str.	—	—	—	—
BOSTON & NEW YORK	WYNEBIC	Brit. str.	—	—	—	—
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF CHINA	Brit. str.	2 m.	—	—	—
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	KUMERIC	Brit. str.	—	J. Mathie	CANADIAN PACIFIC R. Co.	On 18th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	—	—
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	M. Hagino	CANADIAN PACIFIC R. Co.	On 21st inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
TACOMA via SHANGHAI & JAPAN	YUPEI MARU	Jap. str.	—	E. R. Hutchinson	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	MANSU MARU	Jap. str.	—	—	—	—
AUSTRALIAN PORTS via MANILLA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	TOYO KISEN KAISHA	On 10th Dec., at Noon.
AUSTRALIAN PORTS via MANILLA	NIKKO MARU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 13th inst., at D'light
AUSTRALIAN PORTS via MANILLA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 13th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 24th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	W. Winkler	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
JAPAN	Tsiliwang	Dut. str.	—	Jurissano	JAVA-CHINA-JAPAN LINE	Quick despatch.
WEIHWANG & TIENTSIN	CHILU	Brit. str.	—	J. Warrack	BUTTERFIELD & SWIRE	On 7th inst., at D'light
WEIHWANG & TIENTSIN	KURICHO	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
CHONGKING	CHONGKING	Brit. str.	—	Y. Fueno	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 p.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SHANGHAI	LIANAN	Brit. str.	1 m.	Girard	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Fr. str.	—	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	Sandback	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
SHANGHAI via SWATOW	YATSHING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at D'light
SHANGHAI via NINGPO	KWONGSANG	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA & KOBE	CANTON	Dan. str.	—	—	—	—
SHANGHAI	CHINSHUA	Brit. str.	1 m.	—	—	—
SHANGHAI, MOJI & KOBE	YEBOSHI MARU	Brit. str.	—	B. Kohl	NIPPON YUSEN KAISHA	On 11th inst., at 4 p.m.
SHANGHAI	CHINA	Brit. str.	1 m.	Owen Jones, R.M.S.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k. w.	Salmer	BUTTERFIELD & SWIRE	On 14th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	SINERAMBIA	Ger. str.	k. w.	Sekhorn	HAMBURG-AMERICA LINE	On 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	C. R. Longdon, R.M.S.	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI	TAIYU	Dut. str.	—	Bouman	P. & O. S. N. Co.	About 19th inst.
TAMBU via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	H. Murayama	JAVA-CHINA-JAPAN LINE	Quick despatch.
AMOY, NINGPO & CHINGKIANG	SHANSI	Brit. str.	—	Richards	OSAKA SHOSHEN KAISHA	On 7th inst., at 10 a.m.
SWATOW	HAIMUN	Brit. str.	2 h.	Evans	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 7th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	To-day, at 10 a.m.
MANILA	YUENANG	Brit. str.	—	P. H. Belle	DOUGLAS LAFRAIK & Co.	On 9th inst., at 10 a.m.
MANILA	ZAPID	Brit. str.	—	R. Rogers	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	A. W. Underbridge	SHEWAN TOMES & Co.	To-morrow, at Noon.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 3 p.m.
MANILA	RUDI	Brit. str.	—	R. W. Almon	SHEWAN TOMES & Co.	On 13th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	Pennethather	BUTTERFIELD & SWIRE	On 16th inst., at 3 p.m.
MANILA	KAIPONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	R. Smith	MELCHERS & Co.	Middle of Nov.
BOMBAY via SINGAPORE & COLOMBO	TOTOMI MARU	Jap. str.	—	F. Smith	NIPPON YUSEN KAISHA	On 8th inst.
SAMARANG & SOERABAYA	CHUNSHAN	Brit. str.	—	Saver	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	CATERINE APCAR	Brit. str.	—	C. F. Hudson	DAVID SASSON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	CLYDE	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	On 12th inst., at 2 p.m.
CHERIBON	SHANTUNG	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TIBODAS	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR KUDAT & SANDAKAN ... **"BORNEO"** ... Middle of November.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHRS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 4th November, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 18th November.
YUMERIC	6,363	J. Boyd	On 16th December.
SUYERIC	6,232	S. Shorton	On 13th January.
OCEANO	4,657	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.
 Hongkong, 16th October, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA	STEAMERS	TO SAIL.
MARSEILLES via PORTS	"ERNEST SIMONS"	Capt. Girard On — Nov., P.M.
MARSEILLES via PORTS	"TOURANE"	Capt. Bourgo On 9th Nov., 1 p.m.
MARSEILLES via PORTS	"ARMAND BEHIC"	Capt. Guionnet On 23rd Nov., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interchange meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT, Queen's Building.
 Hongkong, 27th October, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."
 Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPERESS OF CHINA" SAT., 6th Nov. "EMPERESS OF BRITAIN" FRI., 3rd Dec.
 "MONTEAGLE" SAT., 21st Nov. "EMPERESS OF BRITAIN" FRI., 31st Dec.
 "EMPERESS OF INDIA" SAT., 4th Dec. "EMPERESS OF BRITAIN" FRI., 31st Dec.
 "EMPERESS OF JAPAN" SAT., 1st Jan. "EMPERESS OF BRITAIN" FRI., 28th Jan.

"Emperess" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71 10 Intermediate on Steamers ... £43 1st Class Railway ... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
 (Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."
 Captain Dini, will be despatched as above on FRIDAY, the 12th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
 Hongkong, 3rd November, 1909. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
 Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 13th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSEA," due in London on the 27th December, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 2nd November, 1909. [1]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

FOR NEW YORK.
"GHAEZE" ... On 17th Nov.
 For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.
 Hongkong, 4th November, 1909. [1129-1253]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE"
 Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 1st November, 1909. [1371]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & Co., LIMITED, General Agents for China and Japan.
 Hongkong, 4th August, 1893. [9]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharging of steamers and lighterage between Tientsin and Shanghai.

DOCK AND ENGINEERING YARD, TONGKOU.
 Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to
BUTTERFIELD & SWIRE, Managers, Tientsin.
 Hong

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. Owen Jones, R.N.E.	About 12th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. H. Powell	Noon, 13th Nov.	See Special of Call.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN Capt. C. R. Longdon, R.N.E.	About 19th Nov.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kenrick, R.N.E.	About 1st Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHERIBON	SHANTUNG	On 5th Nov., 4 P.M.
AMOI, NINGPO and CHINGKIANG	SHANSHI	On 5th Nov., 4 P.M.
SHANGHAI	SHANSHI	On 7th Nov., D'light.
MANILA	SHANSHI	On 7th Nov., D'light.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 7th Nov., D'light.
NEWCHUANG	CHIHLI	On 7th Nov., D'light.
MANILA	TEAN	On 9th Nov., 3 P.M.
WEIHAIWEI and TIENTSIN	KUICHOW	On 9th Nov., 4 P.M.
SHANGHAI	CHINHUA	On 11th Nov., 4 P.M.
CEBU and ILOILO	KATONG	On 11th Nov., 4 P.M.
SHANGHAI	CHENAN	On 14th Nov., D'light.
MANILA	TAMING	On 16th Nov., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 56.
For Freight or Passage apply to—
HONGKONG, 5th November, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"PEKING"	Middle of November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"CANTON"	Middle of December.

For Further Particulars apply to
HONGKONG, 16th October, 1909.

MELCHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"YATSHING"	Friday, 5th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 5th Nov., 3 P.M.
MANILA	"YUENSANG"	Friday, 5th Nov., 4 P.M.
SHANGHAI VIA NINGPO	"KWONGSANG"	Sunday, 7th Nov., D'light.
TIENTSIN VIA WEIHAIWEI & CHEFOO	"CHONGSANG"	Wednesday, 10th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 12th Nov., 4 P.M.
MANILA	"LOONGSANG"	Friday, 12th Nov., 4 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafso, Tientsin & Newchwang.

Telephone No. 61.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOI and FOCHOW.	FRIDAY, 5th Nov., at 10 A.M.
"HAIMUN"	SWATOW	SUNDAY, 7th Nov., at 10 A.M.
"HAIYAN"	SWATOW, AMOI and FOCHOW.	TUESDAY, 9th Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 4th November, 1909.



CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 6th Nov., Noon.
RUBI	2540	R. W. Almond	Manila	On 13th Nov., Noon.

For Freight or Passage apply to

HONGKONG, 1st November, 1909.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SUEVIA	17th Nov.
S.S. SENEGAMBIA	18th Nov.
S.S. SITHONIA	1st Dec.
S.S. SCANDIA	10th Dec.
S.S. BRASILIA	19th Dec.
S.S. SEGOVIA	28th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 2nd November, 1909.

HOMEWARD.

For HAVRE, ROTTERDAM & HAMBURG:

S.S. BELGAVIA	20th Nov.
For HAVRE & HAMBURG:	
S.S. SILVIA	25th Nov.
For HAVRE, HAMBURG & ANTWERP:	
S.S. BRISGAVIA	30th Nov.
For HAVRE, ROTTERDAM & HAMBURG:	
S.S. SILESIA	2nd Dec.
For HAVRE & HAMBURG:	
S.S. SENEGAMBIA	29th Dec.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.

S.S. AMERICA MARU ... 6000 " " ... Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.
Hongkong, 5th November, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	IYO MARU, Capt. T. Harrison	5,500	WED'DAY, 10th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	WAKASA MARU, Capt. N. Nielsen	6,500	WED'DAY, 24th Nov., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	KAGA MARU, Capt. M. Hagino	8,000	TUESDAY, 9th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO	SHINANO MARU, Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
SINGAPORE, PENANG & CALCUTTA	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler	6,000	FRIDAY, 24th Dec., at Noon.
KOBE and YOKOHAMA	TOTOMI MARU, Capt. B. Smith	4,500	MONDAY, 8th November.
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU, Capt. B. Bon	4,500	WED'DAY, 10th November.
NAGASAKI, KOBE and YOKOHAMA	KAWACHI MARU, Capt. H. Petersen	6,500	SATURDAY, 13th Nov., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer	9,000	SATURDAY, 20th Nov., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. W. Winkler	6,000	WED'DAY, 24th Nov., at Noon.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 12th Jan.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 9th Febr.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 3rd November, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-AMERICAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East:—
16, DES VEXUX ROAD, HONGKONG.Japan Office:—
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIBODAS	JAPAN	First half of Nov.	JAVA	First half of Nov.
TJIMAH	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILATJAP.	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 3rd November, 1909.

Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA

"FITZPATRICK" Capt. E. R. Hutchinson, 4,416 Tons

SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

SHANGHAI VIA SWATOW, AMOI & FOCHOW

"BUJUN MARU" Capt. Y. FUSENO

FRIDAY, 5th Nov., at 10 A.M.

TAMBUI VIA SWATOW, AMOI

"DAIGI MARU" Capt. M. MURAYAMA

SUNDAY, 7th Nov., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (Plymouth 1 day later)
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 15	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " 24.83 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transhipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA 6500	January about 26	March about 12
* SUMATRA 6500	February 9	March 26
* NYANZA 6700	February 23	April 9
* SUNDIA 6570	March 23	May 7
* MALTA 6060	April 20	June 4
* SARDINIA 6570	May 4	June 18
* NORE 6700	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd " 13.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

1076]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
15th & 18th October	7th inst.	Chinkwa.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on Friday the 12th of November 1909. In order to facilitate the work and avoid delay it is requested that Parcels be posted before the above date. This Parcel Mail by the long sea route via Gibraltar is due in London on the 18th of December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents, such parcels are due to reach London on or about the 10th of December with the Letter Mail. Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same kind of wax, and must bear distinct impressions of some device. This device must be the same on each seal. Straight curved or crossed lines are not admissible. Buttons or Coins must not be used for sealing.

The Clerks of this Post Office are strictly forbidden to seal Parcels for the Public or to affix stamps on letters or parcels.

Parcels tendered for posting that do not comply with the regulations will not be accepted.

FOR	PER	DATE
Swallow, Amoy, Poonchow and Shanghai	Shanghai	5th 9.00 a.m.
Swallow, Amoy and Poonchow	Shanghai	5th 9.00 a.m.
Quang, Chow Wan, Heihow, Pakhoi and Haiphong	Shanghai	5th 11.00 a.m.
Moji	Shanghai	5th 11.00 a.m.
Singapore, Penang and Calcutta	Shanghai	5th 11.00 a.m.
Yamaguchi, Yokohama, Kobe and Moji	Shanghai	5th 11.00 a.m.
Shanghai	Shanghai	5th 11.00 a.m.
Swallow and Shanghai	Shanghai	5th 11.00 a.m.
Amoy, Ningpo and Shanghai	Shanghai	5th 11.00 a.m.
Cherbon	Shanghai	5th 11.00 a.m.
Manila	Shanghai	5th 11.00 a.m.
SHANGHAI, AMOY, POONCHOW AND YOKOHAMA	Shanghai	5th 11.00 a.m.
VICTORIA AND VANCOUVER (B.C.)	Shanghai	5th 11.00 a.m.
SIBERIAN MAIL TO EUROPE	Shanghai	5th 11.00 a.m.
Manila	Shanghai	5th 11.00 a.m.

"LOTUS"

BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

November 4th.

November 4th.

ON LONDON:—		
Telegraphic Transfer	181½	
Bank Bills, on demand	181½	
Bank Bills, at 30 days' sight	181½	
Bank Bills, at 4 months' sight	181½	
Credits, at 4 months' sight	179½	
Documentary Bills 4 months' sight	193	
ON PARIS:—		
Bank Bills, on demand	217½	
Credits, at 4 months' sight	221½	
ON GERMANY:—		
On demand	177	
ON NEW YORK:—		
Bank Bills, on demand	42½	
Credits, at 60 days' sight	43½	
ON BOMBAY:—		
Telegraphic Transfer	129	
Bank, on demand	129½	
ON CALCUTTA:—		
Telegraphic Transfer	129	
Bank, on demand	129½	
ON SHANGHAI:—		
Bank, at sight	75	
Private, 30 days' sight	75½	
ON YOKOHAMA:—On demand	84	
ON MANILA:—On demand—Pesos	85	
ON SINGAPORE:—On demand	73½	
ON BATAVIA:—On demand	104½	
ON HATYONG:—On demand	74½	pr
ON SAJON:—On demand	74½	pr
ON BANGKOK:—On demand	74½	
SOVEREIGNS, Bank's Buying Rate	\$11.55	
GOLD LEAF, 100 fine, per tael	\$60.40	
BAB SILVER, per oz.	\$23 1/2	

SUBSIDIARY COINS.

Chinese	20 cents piece	per cent
Chinese	10	25.48
Hongkong	10	25.74
Hongkong	10	25.96

OPIUM.

Quotations are:—	November 4th.
Malwa New	\$1,250/1,280 per picul.
Malwa Old	\$1,290/1,320
Malwa Old	\$1,330/1,370
Malwa V. Old	\$1,380/1,420
Persian fine quality	\$1,600/1,650
Persian extra fine	\$1,650/1,700
Patna New	\$1,570
Patna Old	\$1,560
Benares New	\$1,570
Benares Old	\$1,570

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 4th

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.56	30.05	29.99
Thermometer	76	77	74
Humidity	80	84	88
Wind Direction	E	ESE	W
Force	2	2	1
Weather	c	c	o
Bath	—	—	—

Highest night air temperature on 3rd... 78
Lowest night air temperature on 3rd... 74

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China str. *Kumsang* from Calcutta and the Straits left Singapore for this port on the 1st instant p.m., and is due here on the 7th inst.

THE CANADIAN MAIL.
The C.P.R. str. *Monteagle* left Vancouver for Hongkong on the 22nd ultimo p.m. via the usual ports of call.
The C.P.R. str. *Empress of India* left Vancouver, B.C. for Hongkong via usual ports of call on the 28th ult. at p.m.

THE AMERICAN MAIL.
The T.K.K. str. *Tonyo Maru* sails from Yokohama on the 1st inst. and is scheduled to arrive at this port on the 10th inst.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Waldemar* left Sydney on the 21st ult. at noon, and may be expected here on or about the 12th inst.
The E. & A. str. *Empire* left Sydney on the 23rd ult. for Queensland Ports, Manila and this port, and is due here on the 16th inst.
The C.N. Co.'s str. *Taiyuan* left Sydney on the 30th ult., and is due here on the 24th inst.

THE SINGAPORE STEAMERS.
The Glen Line str. *Glenloch* left Singapore on the 29th ultimo morning, and is expected to arrive here to-day.
The N.Y.K. str. *Tokomi Maru* (Bombay Line) left Moji on the 30th ult., and is expected here to-day.

The C.N. Co.'s str. *Tea* left Manila on the 2nd inst., and is due here to-day.
The N.Y.K. str. *Yoshiki Maru* (Bombay Line) left Singapore on the 31st ult., and is expected here on the 7th inst.

The N.G.L. str. *Capt. left* Singapore for this port on the 2nd instant, morning, and may be expected here on or about the 7th inst.
The N.Y.K. str. *Iyo Maru* (European Line) left Moji for this port via Shanghai on the 30th ultimo, and is expected here on the 6th inst.

The Swedish str. *Canton* left Port Said on the 14th ultimo, and may be expected here on or about the 10th inst.
The Shire Line str. *Denbighshire* left Singapore for Hongkong on the 3rd inst. at daylight, and may be expected here on or about the 10th inst.

The Chargeurs Reunis str. *Amiral Oby* left Port Said on the 23rd ult., and is expected to arrive here on the 23rd inst.

STEAMERS PASSED THE CANAL.

October 16th—*Deception*, *Kawachi Maru*, *Egk Ling*, *Brice*, *Simons*, 20th—*Limore*, *Palawan*, *Palau*, *Yanada*, 27th—*Aviation*, *Benamor*, *Senegambia*, *Nyoon*, *Montrose*, 28th—*Agas*, *Kensho*, *Brice*, *Simons*, 30th—*Agas*, *Kensho*, *Brice*, *Simons*, 31st—*Agas*, *Kensho*, *Brice*, *Simons*, 1st Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 2nd Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 3rd Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 4th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 5th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 6th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 7th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 8th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 9th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 10th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 11th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 12th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 13th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 14th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 15th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 16th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 17th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 18th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 19th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 20th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 21st Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 22nd Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 23rd Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 24th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 25th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 26th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 27th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 28th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 29th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 30th Nov.—*Agas*, *Kensho*, *Brice*, *Simons*, 1st Dec.—*Agas*, *Kensho*, *Brice*, *Simons*, 2nd Dec.—*Agas*, *Kensho*, *Brice*, *Simons*, 3rd Dec.—*Agas*, *Kensho*, *Brice*, *Simons*, 4th Dec.—*Agas*, *Kensho*, *Brice*, *Simons*, 5th Dec.—*Agas*, *Kensho*, *Brice*, *Simons*, 6th Dec.—*Agas*, *Kensho*, *Brice*, *Simons*, 7th 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*Simons*, 19th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 20th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 21st Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 22nd Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 23rd Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 24th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 25th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 26th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 27th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 28th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 29th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 30th Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 31st Jan.—*Agas*, *Kensho*, *Brice*, *Simons*, 1st Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 2nd Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 3rd Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 4th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 5th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 6th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 7th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 8th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 9th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 10th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 11th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 12th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 13th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 14th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 15th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 16th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 17th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 18th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 19th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 20th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 21st Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 22nd Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 23rd Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 24th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 25th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 26th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 27th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 28th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 29th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 30th Feb.—*Agas*, *Kensho*, *Brice*, *Simons*, 1st Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 2nd Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 3rd Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 4th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 5th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 6th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 7th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 8th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 9th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 10th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 11th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 12th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 13th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 14th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 15th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 16th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 17th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 18th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 19th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 20th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 21st Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 22nd Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 23rd Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 24th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 25th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 26th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 27th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 28th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 29th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 30th Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 31st Mar.—*Agas*, *Kensho*, *Brice*, *Simons*, 1st Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 2nd Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 3rd Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 4th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 5th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 6th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 7th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 8th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 9th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 10th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 11th Apr.—*Agas*, *Kensho*, *Brice*, *Simons*, 12th 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*Kensho*, *Brice*, *Simons*, 4th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 5th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 6th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 7th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 8th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 9th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 10th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 11th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 12th May.—*Agas*, *Kensho*, *Brice*, *Simons*, 13th May.—*Agas*, *Kensho*, *Brice*, *Simons</*